

## **Mike Foote: Apply Appropriate Speed Control/Restrictions**

When pilots get behind an aircraft, when they're forced to make last second changes or they are just not on top of the flight, there's a lot of different things going on in the aircraft; it's maybe too fast, maybe too high now so they are having to work a little bit harder now than they would've had to work had this been done on time. If they had done it earlier, they would have plenty of time to do it, but now they are behind the aircraft they're a little high, a little fast and they are working to slam on the breaks or whatever they need to do to get the aircraft down to a stable taxi speed. This is just a risk that doesn't need to be introduced into the system if we can avoid it. So at the end of the day job 1 for an air traffic controller is always safety. This particular issue might not be the one that really impacts your facility but you need to get with your local safety committees, work with Partnership for Safety and start finding out what it is that you can do to make your facility a safer place.